

## Fuel Oil Non-Availability Report:

Vessel Name: USNS SHUGART (T-AKR 295)		Flag: USA
IMO Number: 7825394	Official Number: 431934	
Describe the vessel's voyage plan in place at the time of entry into the North American ECA, including the vessel's port of origin and port of destination, and the name of the first U.S. port of arrival. (A Voyage Plan may be attached instead)		
Port of Origin: Violet, LA		
Port of Destination: Violet, LA		
First U.S. Port of Arrival: Violet, LA		
<p>Voyage Plan: Depart berth 0800, 18 Aug 14, transit to Southwest Pass maneuver various courses, speed 08 kts. 1324, 18 Aug 14, Southwest Pass LB "SWP", C/C 165 T, C/S 12 kts. 1544, 18 Aug 14, 29 15.57' N, 087 49.22' W, C/C 180 T, 12 kts. 0315, 19 Aug 14, depart Safety Fairway 28 30.00' N, 087 49.22' W, maneuver various courses and speeds. 2300, 19 Aug 14, enter Safety Fairway 28 30.00' N, 087 49.35' W, C/C 000 T, C/S 12 kts. 0704, 20 Aug 14, 29 15.57' N, 087 49.35' W, C/C 345 T, 12 kts. 0900, 20 Aug 14, Southwest Pass LB "SWP", maneuver various courses, speed 10 kts. 1700, 20 Aug 14, arrive MSC Layberth, Violet, LA.</p>		
Vessel first received notice it would be conducting a voyage involving transit in the North American ECA:		
Date: 13 Aug 14	Time: 0936	
Location: MSC Layberth, Violet, LA		
Estimated arrival North American ECA:		
Date: N/A (Already in NA ECA)	Time: N/A	
Estimated departure North American ECA:		
Date: N/A (Will not depart ECA)	Time: N/A	
Estimated number of days on which the ship's main propulsion engines will be in operation while in the North American ECA: 01 days		
The sulfur content of the fuel oil that will be used when entering and operating in the North American ECA: 1.0% for MDO, 3.0% for IFO 380		

A description of the actions taken to attempt to achieve compliance prior to entering the North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available (e.g., compliant fuel oil was not available at ports on intended voyage; fuel oil supply disruptions at port; etc.). Include names and addresses of the fuel oil suppliers contacted and the dates on which the contact was made:

Vessel is Military Sealift Command (MSC) owned, in Reduced Operating Status (ROS). Turbo-activated by MSC 0936, 13 Aug 14. Vessel directed by MSC to activate and conduct sea trials. While outside the North American ECA conducting a speed run, the viscosimeter stopped functioning. As a result, due to safety concerns, it was decided that the vessel would not change back to distillate fuel until after the vessel returned to its layberth in Violet, LA.

If a fuel oil supply disruption:

Name of the port the vessel was scheduled to receive compliant fuel oil:

N/A

Name of the fuel oil supplier reporting the non-availability of compliant fuel oil:

N/A

If applicable: Identify and describe any operational constraints that prevented the vessel from using available compliant fuel oil (e.g. viscosity or other fuel oil parameter issues):

N/A

Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:

N/A

Availability of compliant fuel oil at the first port-of-call in the United States:

Available

Current plans to obtain that fuel oil:

Vessel will purchase compliant fuel after return to MSC layberth in Violet, LA., and return to ROS status.

If compliant fuel oil is not available at the first port-of-call in the United States:

The lowest sulfur content of available fuel oil, or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:

N/A

If the vessel has operated in the North American ECA in the prior 12 months:

Names of all U.S. ports visited, the dates of the port calls, and whether the vessel used compliant fuel oil

U.S. ports visited

Dates

Did the vessel use  
compliant fuel?

N/A

N/A

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Has the vessel submitted a Fuel Oil Non-Availability Report to the United States government in the previous 12 months? No	
Number of Fuel-Oil Non-Availability Reports previously submitted: N/A	
Dates and ports previously visited while using non-compliant fuel oil:	
Dates:	Port:
N/A	N/A
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Vessel Master: Jim Staples	E-Mail: shughart.deck@asmhq.com
Vessel Operator: Patriot Contract Services, LLC.	
Vessel Owner: U.S. Military Sealift Command	
Legal agent in the USA: Patriot Contract Services, LLC.	
Related parent companies (if any): N/A	

Designated corporate official authorized to answer additional questions relating to claims of fuel oil unavailability: Lance Bardo, MSC Program Manager

Address: Phone: 1-925-296-2000

1320 Willow Pass Road Fax: 1-925-609-7392

Suite 485

Concord, CA 94520 E-mail: lance.bardo@asmhq.com

I certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including the possibility of fines and imprisonment pursuant to 18 U.S.C. § 1001.

Signature: Lance Bardo

Date: [Click here to enter text.](#)

**The Fuel Oil Non-Availability Report must be certified by a company official. Do not submit this report directly to the EPA. Submit your report to the Program Manager for certification and submission.**

E-mail addresses:

[ECA-USflag@uscg.mil](mailto:ECA-USflag@uscg.mil)

With the following Subject Line: U.S. Flag-ECA- Non-availability of Compliant Fuel Oil